YACHTING.

The New York Yachts at New London.

Fitting and Repairing for the Coming Season.

The Schoeners Phantom, Magic, Fleetwing, Palmer, Rambler and Silvie-Their Models, Sailing Qualities, Rigging, Sparring, Canvasing and Ballasting-Among Their Cabins-Subdued Tints, Soft Colors, Gilt Tracery, Choice Woods, Bronzes, Paintings, French Glass, China, Silver, Damask Drapery-The Gems of the Sea.

NEW LONDON, April , 1870. This good, old-fashioned city, though not having found the clixir of life yet, seems to topple along on accommodating sea-legs. Personified, it resembles old tar who, having travelled to the old ends of he earth, delights to sit down on the forecastle and spin a yarn of his briny days. Thus New London reposes on her history. Formerly she was one of the and gaxty sail were engaged in the fruitful seas; now but twenty-five clear from her harbor. This beavy diminution has resulted from the scar ity of whales, from the discovery of petroleum and the stagnation of American shipbuilding. Yet the signs of her former glory are visible through her streets and along her piers and wharves. "See that an; he was an old whaler P "Look! there goes a etired sea captain !" and exciamations of a like character dispose of almost the entire male populaon. But it is gratifying to observe that progress is a popular word in this maritime city. Trade is brightening and commercial business is assuming a se. On Wednesday a whaler arrived from the South Atlantic with 700 barrels of oil on board, reporting, it is said, the discovery of a valuable cruising ground. This will be a boon to shipowners, and will promote the shipping interests of New London, if it prove true. In immediate local enterprises there ne worthier or more public-spirited than the completion of Prentice's

SECTIONAL DRY DOCK, under the charge of Mr. Charles Prentice, 2d; and this brings us to the immediat : absorbing ques--yachting. This sectional dock, though not built expressly for the reception of 'yachts, has been adapted so that schooners drawing less than ten feet of water can be buoyed up for repairs or cleaning. The dock lessif has been constructed in hollow's cions, with appropriate valves, and by the simple adon of water can be sunk in twenty minutes. Force pumps operating under motive power from a boiler on shore discharge the water from the tanks, and after the yacht is floated on the cradle the work of raising will occupy less than an hour. By em ploying a dock of this kind vessels built with such extreme nicety for speed as yachts are not strained in their lines or timbers.

At the sail lofts there is much activity, but in ma-

rine building there are no evidences of enterprise. All that is interesting concerns the six schooners. Phantom, Magic, Palmer, Fleetwing, Rambier and livie, which lie off the shore to either side of the river, undergoing repairs, alterations and the intro-quetion of new features, which it is believed will have no inconsiderable influence upon their future performances in competing with the Cambria for the cup of 1851. These six yachis are among the fines and assuredly among the fastes: in American waters. They vary from 106 to 200 tons, New York Yacht Club rement; have most of the peculiarities of that is known as the pure American model; are historical for their aquatic triumphs, and are owned and sailed by gentlemen of high repute and long and valuable experience as seamen. That among them will lie many advan-tages for triumph in the coming contests any one to gives them a careful examination can scarcely doubt. They certainly realize in most every single model those desiderata which, on this side of the Atlantic, we claim bring speed, seaworthiness, easy movements under the helm, stiffness under a press of canvas, elegance on the exterior and great

Canvassing, perhaps always underest d in importance in this country, is receiving a great deal of attention on board the schoonrs lying in this harbor. The spars are ei her seing lengthened or reduced and the leverage forward increased or diminished, according to the option of the owner. Generally, in these six yachts, the tendency is to reduce the amount of canvas and get rid of a superfluous quantity of ballast; for it is manifestly advantageous to obtain the highest speed with the least sail. Of such great importance will be the mindlest particulars concerning the schoonthe regattas and races of the coming season, that we give a detailed statement of the conditions, dimensions, alterations and peculiarities in the construction and rigging of each.
THE PHANTOM

has the reputation among yachtmen of being, under all conditions of wind and tide, the fleetest schooner in this country. She is the property of Commodore in this country. She is the property of Commodore H. G. Stebbins, of the New York Yacht Club, who is one of the most popular and genial of men. Everywhere one goes in pursuit of yachting miornation she is spoken of as a schooner from which may be expected a brilliant record for the season or 1870. She is by no means a large yacht. She carries a centre board, measures but 123,3 tons; has an area of 2,063.4 square feet; is allowed a crew of twenty-six men. Her three principal dimensions disclose the extreme for the principal dimensions disclose the extreme principal disclose the disclose the extreme principal disclose the disclose the extreme principal disclo

hold any American schooner yacht, except the Silvie. Now, the Puantom is very fast, very easy at the command of her helm and has the property of forging ahead in stays to a charming degree. These fine qualities—indispensable qualities—come, undoubtedly, from the outlines of her hull and from a fail embodispent of the broat (in a doubte sense) American principle. As she will compete with the Cambria is 248 tons (New York Yacht Club measurement), 102 feet over all; has a breadth of beam of 21 feet, and a depth of hold of 11 feet. The Cambria's hold is therefore more than half her breadth of beam, making a deep keel model as opposed to an extraordinarily broad-beamed centre board schooner. No one will fast to appreciate the difference as shown in the figures. The Cambria is just twice as large—that is, measures twice as many tons—as the Phantom, and the English yacht will therefore have to allow Commodore Siebbins very considerable time. As the Phantom causin along very easily at fifteen knots an hour, and makes even a better run under the most avorable crumstance, it is evident, that as we can now regard the result from all the facts before us, there need be but little fear that the American Cup will cross the broad Atlantic. The Phantom's centre board is sixteen feet long, ploots well lorward, and has proved efficacious in regulating the amount of lateral resistance. The dimensions of her sails, and therefore correct to accuracy:—

Feel

Mainmast

Between besteasys

**Between beste

Bowneric outboard 22.6 Hoist of squereasi... 28
Squareasil yard... 36
Besides these saits she spreads two jib headed gail topsails and a staysait of a proportionate hoist to the dimensions given. For her five lower saits she has 1,800 yards of No. 3 twenty-two inch duck. They are made by Mr. Barry, of New London.

ON DEUK
the Phantom is a most beautiful craft. With the graceful widening sweep of the rail as it goes forward from the occkpit, the narrow and exquisitely laid deck planting, the inclination of her masts and the saucy stave of her bowspit and head booms, there is an "up and ready" style to her appearance, rig. finish, rim, pose upon the water, making a picture never to be lorgotten. A fine vessel at any time is the most impressionable of all works of art, but the Phantom seems to have this affatus in a superior degree. Being painted white, with no angles or ugity breaks, but throughout being a keries of blending curves in her hull, and a system of straight lines aboft her dinerth part, not inapily produce a sharp courast. It is the swell of the Paanton, her siceling dignity, and cagef expression forward, that make her so fascinating. Ber deck, which is first from end to cut, is built of white pine, fails the hashels, skylights and spanings are wrought from polished mahogany.

when brass, is like a mirror.

of which some idea may be obtained from her dimensions, has the bows, with an easy curve to her cutwater. Her lines forward are quite hollow, and as they come at loss themselves in a very full, lat bilge. Still further aft her sides, leaving the midalip section, become lean under the quarters. Donn this bottom she is very able and very bnorant, always stilf and is quick in recovery. She does not draw water, and, of course, her progress is impeded by none of the retarding forces belonging to deep holds. She leaves a wake like an eel and no suction aft is apparent. She draws four feet forward and seven feet aft. Her bottom is not coppered. She carries but twenty tons of ballast and that is a good index to the nicety by which she has been canvased; for the smaller the weight of ballast required to make a vessel stand up the better is her capacity for speed.

The ballast is stowed along a line forward.

from white pine, twenty inches through at the deck, and taper to the eyes of the rigging, seventy feet aloft.

Wooden jackstays are fitted on the booms and gaffs for lacing the sail; the ordinary must hoops are employed, the fore and aft stays are wire, the shrouds of hemp, and the trunk is protected by a water tight covering. Her deck, being wide, is capacious, and presents a fine area for working.

The Phantom does admirably under a mainsail and jib or foresail and jib, which is not a universal quality, and here again the exact balance of her trim is evident, else she would be hardly manageable under such conditions. In stays the Phanton will gain two lengths to windward of the majority of schooners. She spreads a large cloud; all ner running gear leads to the most available cleats; her blocks are of lighum vitae, with patent friction rollers; her sails hotst easily, and it takes but a small effort to put her about. Descending to The calin the visitor finds a saloon twenty feet long, sixteen wide and seven feet high in the clear. Two sofas situated to starboard and port, sofity cuchioned and upholstered in green velvet are built out from the Phantom's side; and to the starboard is the while locker, with the linen locker to port. The cabin doors are beautifully panell d and finshed in black walnut, and the contrast is made by the setting in of Oregon maple, which is a closely grained wood, susceptible of high polish and attractive finish. Large deadights out in the side of the truck serve both for right and ventifation. The bookcases are numerous and have glass doors. Four berths are provided in the cabin, and they are furnished with that whereon one sighs to by his head. Mirrors abound in the saloon and reflect the white and gold of the panelling overhead and throw back doods of entering light and enhance the clegance yet simplicity of the score.

the scene.

Leaving the saloon, the starboard approach forward enters the large cabin pantry filled with the flaggacti's crockery; and still further forward to starboard, is the stateroom of Captain P. H. Comstock, for thirty years a capable, efficient and successful yatchman, and for fourteen years the saling master of Commodore Stebbins. Bull forward is the galler, supplied with tanks holding 600 gallons of water. A salipom, storeroom and stewards' room lead off the galley.

supplied with tanks holding 600 gallons of water. A saligom, storeroom and stewards' room lead out the galley.

The foreenstle, with six berths, is capacious, and right abait the stern post is the open coaln locker. Forward, on the port side, is the elogant gateroom of Mr. C. H. Stebbins, complete in tollet arrange ment's and large enough for a ministure throne room on the water. Immediately abait is the stateroom on the water. Immediately abait is the stateroom of Commodore Stebbins, or back watnet dinsh, with fine comma crockery, handsome ornaments, mirrors, &c., and containing just the requirements of the necomplished Commodore of the New York Yache Clab. The doors are of the shiding pattern.

The Plantom carries two brass lour pounders handsomely mounted.

Such is the flag Schooner of the finest squadron affoat. Last season, in the June regatta, she was leading two mines when she carried away her mainmast, thus losting her advantage. Under a good breeze she won a cup on the August coarse in a race from Fort Adams, in Newport harbor, to and around slock I stand, distance about forty miles. She led the idler four minutes. For three successive years she has won cups in competing with the whole squadron. She is undergoing no material alterations.

ties just astern of the Phantom on the Groton side of the river. She is one of the fastest yachts in America. Her length over all is 84 feet, her depth of hold 7 feet and her beam 21 feet. Above the deck her mainmast is 64 feet high and her foremast also 64 feet. Her topmasts are 25 feet each. Her other dimensions are:—

every seaman and builder speaks in praise. She has very little concavity forward, but her bows are fine, and the greatest breadth of beam is forward the manmast. She draws six feet six inches water

nas very little concavity forward, but her bows are nine, and the greatest breath of beam is forward the mainmast. She draws six feet six inches water all and four feet forward.

In her cockpit site has a man-hole for descent into the large sail room abaft; she has no wheel, but steers easily with a tiller. A glance at her booms and game shows that her sails are secured along the head and not by lacing to wooden jackstays, and along the luffs by ordinary mast hoops. Her frame is double throughout, firmly knit, and able to combat the strongest waves. She stands up admirably and has no more than eight tons of ballast, let the reader reflect upon what conditions bring such desirable stifness without stowing large quantities of pig iron. There will be no changes in rig and spars this season, because it has been found that she is now in her best trim. She is sharp at both ends, has a flat counter, drags no water, she is hung with precision, and with these qualities and a fine sailing master she has achieved the victories now known everywhere in yachting circles. In a brisk wind, sailing free, she can crowd all sail, but, as with other schooners, good judgment is demanded in reducing canvas when closehauled. Generally the light sails will not draw on a wind, though some yacntmen persist in spreading every stiten aloft. The result has frequently been that yachts following this practice have often lost a race. Too much sail is a retarding power.

FITE CABIN

of the Magic is an elegant saicon. It is 20 feet long, with an average width of 12 feet, and is 7 feet high in the cicar. Solas upholstered in red velvet, with carved and glided mahogany framework, line the starpoard and port sides, and outboard from them are intited lockers of good capacity, wherein cap be slowed the necessities of a voyage on the "vasty deep." The companion way to the cabin is fanked by silver rais, and from this solitary instance of richness the elegance between decks may be linagined.

richness the elegance between accks may be magned.

The doors are heavily panelled with cut glass and the mainmast with French mirrors, which to the eye multiply the dimensions of the interior. The staterooms are finished in black walnut, and the sides of the cable of the trank's butklead are elaborately decorated in verde antique bronzes, alternating with the embelished deadlights.

sides of the cabin on the trunt's bulkhead are elaborately decorated in verde antique bronzes, alternating with the embelished deadights.

CUPIDS

shooting their irresistible arrows to all quarters of the cabin; oval and circular medallions, exhibiting naval scenes; inythological delites, fables and pictures of the imagination; rectangular bas-retiefs, representing sentiment and passion—these are all before the visitor's eye, and on distant waves serve to inhabit the mind with pleasing images. Overhead the inish is in white and gold, and throughout the same idea of elegance is maintained.

Forward ou the port side is the cabin pautry, filled with fine chima marked "M;" and yet forward is the statercom of Mr. Andrew J. Comstock, one of the best sailing masters in America, for his reputation, after the brilliant manner in which he handled the Magic last season, can never be shaken. A harge ice box, lox10x7, is still further forward, and outboard of it is the steward's berth. Amidships and more to starboard is the galley, with a coal bunker and wood locker. To the extreme forward part of this deck is the forecastle, with four berths, arranged with pendant lamps and convemences to make the men comfortable and contented.

A new suit of sails is being made by Mr. Barry, of New London, for the Magic. She carries two guns, lour-pounders, made of brass by Mr. E. S. Hidden.

Of her performance last year every one interested in yachting knows. Her contest with the Rambler, for one thousand dollars, was won by the Magic the next race was from New London to Fort Adams, Newport, in which the Magic took the second prize, and her third was from New Bedford to Holmes' Hole, a distance of 39 miles, a scrub race—that is, without any time allowances—won by the Magic (during light breezes), with a margin of ten minutes. In this race were the Phantom, Palmer, Idier, Fleur de Lis and others. Mich is expected from the Magic for 1870.

THE SCHOONER PALMER,

owned by Mr. Rutherford Suyvessait, lies in near the wharf, and is rapidly unde

| Length over all. | Feet. | F

Main gas. 33 Holat of sying pb. 53
Fore boom 38.3 Boist of square sail. 55
Fore gas. 36
Her canvas comprises 1,850 yards of No. 2 twentytwo inch duck, including gast-topsails, staysail and
shother waters outsailed the Norfolk steamer by
two hours in running from Barnegat light to Cape
Charles. She had a beam wind.
Heretofore the Paimer has had too much after sail,

who been carried out three feet. The hopom has like who been carried two feet six inches further forward. Thus by reducing the rake of the masts, the gripe is neutralized and the alterations forward establishes the balance calculated to be disturbed by the increase of size in the minisait. It should be remembered that a foot of canvas at the end of

the increase of size in the mainsail. It should be remembered that a foot of canvas at the end of a function of the function

itting.

HER CABIN

Is reached by a descent down the after companionway of three and a half feet in width. To either side
of the ladder are staterooms fitted up for guests,
carpeted, painted and insined in becoming style.
The tellet arrangements are as complete as those of
a Fifth evenue mansion. Bird's eye maple has been
employed with fine effect by the artist who finished
the cabin, and the bookcases, wine and linen lookers,
berths and staterooms all bear evidence of a cultivated taste.

The cabin is twenty feet long, eighteen feet wide
and seven feet high in the clear. The mainmast is
mirrored, and its after side supports a rich fireplace.
Overhead the finish is in sky blue, gold and white,
the panelling between the carlings exquestlesy executed and the general ortamentation appropriate
and cheerful.

Forward of the cabin to starboom is Contain Store

cuted and the general ornamentation appropriate and cheerful.

Forward of the cabin to starboard is Captain Stayvesent's room, with bath, was basins and tollet articles. Opposite, on the port side, is another stateroom. Between these two is the slot for the centre beard. Further forward to starboard is the jacht's pantry. Abreast on the port side are the cabin pantry, the sailing master's room (Captain Rogers) the mates' room, then the galley. Outboard of the galley to either hand, are the lee chest, boatswain's lockers and returns room on the port side; on the starboard side the steward's borth, wood lockers and coal bunkers. Way forward is the forecastle.

During last fall, when some of the alterations mentioned above had been completed, the Palmer made twelve knots down the Sound, steered well and gave indications of intere prowess.

She has a new gig, twenty-two feet long; a lifebout, single banked; has two sets of light sails, morn trysail, and will soon be out with her colors flying.

The Schooner Flestwing,

dying.

THE SCHOONER FLEETWING,
second in the occan race of last, owned by Mr. Geo.
A. Orgood, rates 203.1 tons, measures 2,208.7 square
feet and is allowed twenty-eight mae. She lies
about twenty yards from the Palmer, and her large
black bull sits proudly on the water, while the
painters, riggers and carpenters are fitting her out
for commission. The is 102 feet long over al, has
twenty-two feet beam and a depth of hold of nine
feet. Her other dimensions are tasse:—

Besides these sail she carries a jib topsail, two gan topsails and staysail. She spreads 3,000 yards of No. 3 twelve inch duck and 4,000 yards of twenty-two

obsains an activation. Successful as twelve inch dieck.

THE ALTERATIONS
going forward on board the Fleetwing consist in lengthening the fore and main masts six foet each, to give more point of sail, and in general repairs. The Fleetwing's bottom is sharp aft, where she araws ten feet of water; hellow forward on the exterior lines, where she draws five feet of water. She has forty-five tons of iron ballast slowed amidships, six tons having been put in to pay for the additional canvas provided. Under her former quantity of ballast she did not stand up as much as was desirable. The Fleetwing never drags water, leaves a very narrow wake and works beautifully to vindward. She is fast, and has made sixteen knots running down the Sound. She is one of the few keel schooners in the New York Yacht Club squadren, and has a rocker keel twenty-two inches deep. On deek the Fleetwing, being broad and long, has an also room, and presents all the neatness and order of a man-of-war. There is a break in the deck forward the main hatch; lignumvites blocks are visible at every side; her fore and at stays and hoad rigging are made of wire; she has two brass three-pounders, wooden jackstays on her booms and gants; tumbling fids for her topmasts; maltogany skylights and hatch commans and brail foresail. Descending the combantonway two staterooms are found, one to starboard and the other to port—the former for the salling master (Randall), the latter for the mate. Through

THE GABIN

does, fitted with out glass pages, we stand in one of the finest saloons in the squadron. It is twenty-five feet long, eighteen feet wide, and seven feet six inches night in the clear. It is almost eliptical in outline, with a semi-circular terminus forward, concentric with the circumfernee of the mentmast. The sofas are wide, and the lockers, to starhoard and

inches night in the clear. It is almost citipated in outline, with a semi-circular terminus forward, concentric with the circumiernees of the mediumest. The sofas are wide, and the lockers, to starboard and port, are large, commodious and exquisitely finished. The architecture of the cabin is artistic, superb in execution as it is harmonious in design. Finished in white, gold and lavender, it is bright and gay, while to make the effect more dazzling and yet preserve the richness in treatment and general tone there is a luxuriant application of hard woods—black walnut and manogany wrought into chaste panching. The cabin is lighted entirely by the skylights, as there is no trunk.

ABOUT THE MAINAST is one of the most elegant pieces of furniture ever manufactured for an American yacht. Abaft it consists of a fireplace constructed of polished and burnished metal, black and silver in juxtaposition, with an elaborate framework carved from and embellished in the most costly wood. Flanking the fireplace are two mythological figures sculpiured from black walnut, while above the circular rim the frieze and cornice are inlaid with the choicest woods—sound ordis oye maple, delicately woven and blended together with rare beauty. Rosewood is the prevailing color. Two bronze bugiers stand at opposite sides of the bookcase immediately above. The clock itself is a gern, and a hound is chasing the hands about the endless circle of time. This piece of furniture contains sliver liquor lockers, starboard and pore, and on the forward side is a book case filled with mattical works. This fixture cost over \$2,000. The starboard stateroom forward of the cabin is Captain Cagod's, is richly furnished with toilet articles, linen, a cunning little bureau, ornamented with a marble slab. Its counterpart is the port stateroom.

covered with a marble size. Its counterpart to the galport stateroom.

A passage way runs amidships forward to the galley. The staterooms connect with it by latticed doors. The galley is provided with everything to make home sweet on the water, and therefore sour on shore. The Fleetwing carries 1,500 gallons of water. She is having an entire new suit of rigging.

off shore. The Fleetwing carries 1,000 galons of water. She is having an entire new suit of rigging. Look out for her.

THE SCHOONER RARBLER.

one might think, has a nomadic tendency, but in a race she never strays from her course, her patronymic to the contrary for all time. She is 100 feet awar all has a depth of hold of 9 feet it inches, and

breadth of beam of 23 fe	
iensions are:	
Feet.	1
ainmast (above deck). 64.5	Between stays
oremast (above deck) 64	Outboard jibtopanti stay.
ain topmast 45	hoist of mainsail
ore topinast 33	Hoist of foregail
ain boom 58	Holut of jib
sin gaff 26	Hoist of flying 11b
WILL RELIEVES	Holst of Hying Ith
ore guff 28	lioist of jibtopsail
ore boom	Squaresail yard

castle, forward of the galley, is large and comfortable.

The Rambler carries three boats—a glg, custer and dingy—the latter a metalle lifeboat. She draws sine feet sine inches aft, and seven feet forward; is coppored; her masts rake one meh to the foot. She has a bell on deek, by which orders can be rung to the sternman from the forecastle. She is very stiff; has twenty-eight tons of ballast. She is rather under thun over-paried. She is a candidate for fame. Her salling master is Edward Smith.

Is the property of Mr. E. Dodge, and hes near the Trames Dry Dock. She measures 10c.2 tons, 1,081,8 feet square area, carries a crew of twenty-three men, and has the shallowest held of any American schooler in proportion to her beam. She is sightly-two feet long over all, ax feet could of hold, twenty-three feet breadth of bream. Her other dimensions are:—

There will be no alterations in the rig of the Silvis for the coming season. She is a beautiful schooner on deek, has elegant sears, a white deek, semi-circular cocket and her hull oniborat is painted black. Wooden jackslays are used on her booms and gada. Her tron work is galvanized; she carries lignumytic block; wire hear tigning and fore and aft stays and empen abrough. Her centre board is seventien feet long. She draws six feet aft and three feet forward, and with her centre board down, fourieus teet. But six feet of the centre board is ever permitted to leave the slot. Centre boards is should be understood, increase the resistance, prevent leavay, make a yacht quick in stays; but when too much area is submerged the vessel gripes, steers like a seventy-four frigate, and at last becomes uterly unmanagenble. The hull of the Silvie is fine and hellow forward, has a very round bige and a short run aft. She is a rapid worker and steers with a whiel.

Short run at. She is a rapid worker and sicers with a wheel.

Her cabin is 16 feet long, 12 feet wide and 7 feet high in the clear. The finish is in white, gold, birdseye maple and satinyood. Prescoed panels, nirrors, elegant lockers, paintings, damask uphoistering, toilet room, double passages forward, the fine galley, large forecastle are some of her noticeable features. The Sitvie carries but twenty tons of ballast, ten tons being stowed between the timbers unidships. She is sailed by A. T. Quinn.

CONCLUSION

Let the reader examine the dimensions and points as to the modelling, canvasing and sparring presented above and he will find a vast variety for investigation in marine science. It will be seen that the Fiectwing is the nearest approach to the English principle of the six vessels described, and that the Phanton is the complete embodiment of the American idea of construction. There is much food for reflection in the figures and outlines given, for they show with what precise capital New York yachtmen will strive to retain possession of the cop of 1851, Certamly there are vessels which are equally deserving of consideration, but this half dozen comprises all 19 ing in the quiet waters off New London.

MURDEF OR SUICIDE, WHICH?

A Wealthy Farmer Found With His Thro: Cut from Ear to Ear and Hauging from a Hay Luit-Suspicions and Speculations A most horrible case of suicide or murder, as the case may be, was revealed yesterday in a small settlement about two miles from Hicksville, Long Island, which has greatly aroused the populace and many and conflicting stories are advanced in support of the various theories of his death. The victim has long been a resident of the village and was known by the name of David of firty-ave acres, well stocked, and also kept a dairy of great magnitude, sending thousands of quarts of sidered to have been worth at least \$75,000, but it has been ascertained that upon his farm there was mortgage of some \$5,000 or \$5,000.

Yesterday morning, when one of the men in his employ went to the barn to look after the stock, he resterday morning, when one of the men in his employ went to the barn to look after the stock, he was annazed to observe a human form suspended from the great oaken beam in the hayloft, and now and then a drop of blood failing from his person to the rustic floor below. Hastening to the dwelling house he accused the inmates and then several of the neighbors, who assisted in cutting the rope which had been fastened around the neck. When he form was lowered to the floor a sickening sight presented itself to the eyes of the astonished group. The throat was ent from ear to car and the windpipe and arteries savered. What most astonished the spectators was the small piece of flesh which held together the head and the body, as it was not more than two inches in width. The rope was a thick hempen one, and had been made into the term of a slip noose. Had it not been for the tigatness with which it encircled the neck the head and body would have been severed. It is a mystery not easy of solution how he came to his death, some believing that he committed suicide and others that he was muniered. It is stated that he went so New York on Friday to raise sufficient money to pay off the little mortgage that rested on his property, but he did not succeed and came home very despondent and troubled looking. A little boy who had been placed in his employ says that he acted very strangely and wandered about the premises as if intent on mischief, and ordered him into the house. It is thought by others

INDEPENDENT CITIZENS' UNION ASSOCIATION.

The Fifteenth Amendment in Fall Swing-The Great Conglomerate Political Faction. On Saturday afternoon the General Committee of the above named association, held a regular meeting at their rooms, No. 23 Union square, Mr. Charles K. Deutsch, the chairman, presiding. After transacting some unimportant business, Mr. Deutsch offered the following resolutions, which were adopted:-

Resolved, That there shall be a committee of colored citizens appointed to form a Colored General Committee of this same intention, to act this in behalf of the same in colored citizens as may desire to join.

Resolved, It shall be the duty of the said committee to report all progress to the general committee of said assectation.

Resolved, The committee shall consist of the following gentlemen:

NEW YORK, April 30, 1870. To the Editor of the Herald:—

Noticing in your paper a statement in relation to
the death of William Sherlock, in which his brother
Stephen Sherlock is cruelly and unjustly implicated,

Is both unkind and unjust. It is true that William Sherlock brought an action against Stephen Sherlock, in relation to properly left by their deceased in they, and obtained an order of arrest on as exparte statement. This order was set aside and this matter decided in favor of Stephen Sherlock. An appeal was made from this order to the General Term, where it was affirmed, and Chancey Shaffer was employed to argue the appeal. This was employed to argue the appeal. This was the first he had to do with it, and now we understand he is the chief mover of these unjust charges. William Sherlock had unfortunetely been meen given to dissipation for several years, and had been three times in the Asylum for Inspirates at Binghamton. The decision of the count in favor of Stephen Sherlock was made before William was missing, hence the energe of unfair dealing in relation to his death is absurd. I have known all the circumstances about their differences as counsel, and an conflict that there was no cause of quarrel. Mr. Sherlock authorizes me to say that he intends to hold all persons who make these false charges against him accountable for their acis.

EUROPE.

March of the British People Towards Democratic Self-Government.

Radical Reform as Interpreted in England and Ireland.

THE IRISH PEASANTS' "CATECHISM."

ENGLAND.

The National March Towards National Demeeracy-Sketches in the Imperial Parlia-ment-Will the Irish Land Bill Pass? LONDON, April 16, 1870.

Wift the Irish Land bill pass? is the question which politicians are now beginning seriously to ask them-selves. The prospect is far from assuring even to Mr. Gladstone's most enthusiastic admire.s. Easter has come, honorables and right honorables are away and comparatively little progress has been made Looking with his sanguine glance into the future, the Prime Minister at the opening of the session expressed his belief that he would get the measure pushed through the Commons before the commence. ment of the holidays. Here, however, the holidays clause and a half out of a total number of sixty. three. Clause one is, in fact, the only one that has been passed. Number two has been postponed in order to be remodelled, and number three has only had some of its sections agreed to. Mr. Gladstone is in lignant and threatens to make the House sit till the crack of doom, should it be necessary. The Irish national party are in raptures, because they hope to profit by the confusion. Those who occupy the opposition benches profess to be grieved, but are smiling and hugging themselves in secret, for they hate Gladstone and all his house and would willingly sell all they have to humiliate their great opponent. The bill, in short, is deeper than ever in the rut, and all the efforts of the ministerial team will be required to get it safely pulled out.

THE CAUSE OF THE IMBROGLIO. This is very simple. Mr. Gladstone is too sensitive and generous in his impulses. He lacks political strat-

ery and the aris and blandishments of the traditional party leader. He is carnest, high-sound, passionate and impulsive. What he believes himself he strives to make others believe; and, falling to convince their reason, he gets angry and attempts to cram down their threats by foul means what they will not accept by fair. In short, he cannot lead men; and, failing to do this, he seeks to drive them. This baughty, defiant and Independent is his first and chief characteristie. His second is an extreme sensitiveness which causes him to try and please everybody. Unlike Disraeli, who is most in his element when snuffing the smoke and turmoil of battle, he is post pleased when he is making peaceable concessions and promoting everybody's comfort. He is head-strong to a fault, but he is weak in will. Strength of character, by whomseever displayed, is sure to overcome him, and he yields to any dostrine which appears to have novolty or plausibility upon its side. Twenty resolute men, if they but speak sufficiently loud, will often turn him from his purpose, and cause him to change his policy. He cannot lead as well as he can follow. He is too easily induence i. too quickly acted upon, and is often persuaded to give up a position or make a desperate resistance where neither course is politic or wise. Backed up as he is by a parliamentary majority of upwards of a hundred, he ought to have had no difficulty in making of the Irish bill anything which he himself liked. Had his rival Disraell been placed in such a favorable situation he would have suapped his fingers at the minority, and carried things his own way. But there is too much of the feminine character in Mr. Gladstone's disposition to allow him to adopt such a course. He loves to please everybody, and be harsh to to no one. This be has striven to accomplish in connection with his Land bill, and the consequence is he has pleased nobody, and his bill is for the presen stuck fast in the rut. First of all he made friends with the tories. His bill, as originally introduced, was so theroughly conservative that the opposition, who had been full of foreboding regarding violations who had been full of foreboding regarding violations of the rights of property, could not help shouting their approbation and their desire that the measure should pars. Then, when the radicals grambled and threatened and tossed hard works what, he termet round and conclisted them. The concessions which boughts over their support, however, lost that of the conservatives, and the Premier suddenly found himself confronted with the flace and united opposition of altr. Districtly and his friends. In this

sidon of Mr. Disnell and his friends. In this predicament he again than solfront, and threw a sept to the conservatives, which our him the support of the conservatives, which our him the support of the extreme section of his own native, without a gaining him that of his opponents. Night after night the thing was repeated. All craticals were made in the clauses—something, was not in below and taken out thing was repeated. All craticals were made in the clauses—something was not in below that the clauses—something was not in below the late. There was a general change at every sitting in the ministerial front.

THE RESULT OF THE IMPROALIO.

So far as the r. said of this variable and shifty policy has been accertained, it has been very disastrous. Members on both sides beyan to cry out that the whole question was being muddled, and that the whole question was being muddled, and that the whole question was being muddled, and that the debates were so foll of windings and inthings as to generate confusion confounded. Every might were their efforts balked by the concession being mitmanty rejected by one of other of the parties. Ministers all were consequently only successed in making a low ever, there is none, not the likelihood of any. The rolling his property of the parties of the very likely and will be reported to the parties of the whole business and relired from the idel in disgust.

This term is, in short, the balk and indeed over the corner of that whole business and relired from the idel in disgust.

This term is, in short, the balk and indeed over there, carried a way from this place, sent rebounding back that place, the bill went that general and the property of the whole was the bill went that declare the place, and it is provided, and the prospect of reading a horizontal place with the world has a great, reported it within reasonable that place, the bill has replaced and the post is now more distant bund over the bill was not be resulted and the second reading and amplify provided from expressing their onl

Mr. Bright's absence has been a great loss to him; The honorable member for Blumingham is a sower of steength, and had he been by his chief's side duflag the past three weeks maners would have gone much more smoothly with the bill, and an immense deal of valuable time would have been saved. Mr. Bright is both loved and feared-loved by a certain section of the liberais—hand by the whole body of the conservatives. Had he been present during the deceasions he would have kept the unruly radica's in better outer and shamed the conservatives out of their tactice of talking against time. Mr. Lowe again, has been practically jost to the Premier during the practically jost to the Premier during the recent debates, for the simple reason that nothing but mischief and damage to the Ministry would have resulted from his co-operation. Unfortunately for Mr. Lowe, when the cool shade of opposition, he made several very conservative speeches on this very land question—speeches which directly committed him to a course of policy the very reverse of that which Mr. Gladstone is now carrying out. These orations have been carefully raked up against him by his opponents, and the Premier has been compelled, in order to save his government from embarrassment, to keep the Chancellor of the Excheque out of the way. Thus it has happened that Mr. Gladstone has how the work reverse of his two best men at he very time they have been carefully most needed, and the his surfered. to keep the chancellor of the Excheque out of the way. Thus it has happened that Mr. Gadssone has lost the services of his two best men at hie very dime they have been most needed, and he has suffered much in con-equence. He has had to do all the fighting himself end to impose upon his shoulders heavier burdens than they can bear. Though he has not setually succumbed, the work has told upon him very severely. Pale, wan and haggard, he has been, ever since the strite began in committee, and the holidays have come just in time to save him from utter prost-ation. utter prost ation. HOW THE LAND BILL WAS DISMISSED FOR THE HOLE

ever since the strike logal in committee, and the holidays have come just in time to save him from utter prostration.

How the land bill was dishied for the total and the plead, the bill in the middle of the third chass. Hard did Mr. Gladstone strive, imploringly almost did he plead, that honorable gentlemen would for once hang against the baggippes and allow the clause to be passed before the setting in of the interregnmen. His pleadings and remonstrances fell upon deaf ears. The tory squires were adarry, and they resolved to humilitate the Premier by taking against time and preventing the clause being carried. For this purpose they selected one of their very best taking machines, to wit Lord Claude Hamilton, and cheered and encouraged him while he made Philistine sport.

Who is lord claude Hamilton?

He is the brother of the buck of Abarcorn, and one of the greatest oddities in the House. Hamilton is the family name of the Abercorns, who have always taken a very prominent part in politics. The Duke has at present three sons and one brother in Parliament, and it was for the services which he rendered to the conservative cause in gaining four seats for that party, that he was made a Duke and Lord Lieutenant of Ireland by the late Earl of berby

Lord Claude is one of the wildest and most violent speakers in all the Lower Chamber. He seceans and roars when he is demonating the whigs, and get itentates more like a maniae than one who is cosely connected with the highest rank of the English aristome? Mr. Gladstone he detests with a cruel detestation, and never loses an opportunity of railing at him in language aku to that employed by Shimmat against King David. Apart from his eccentricity his chief characteristic is his volubility. He can talk, or rather screech, for hours without fingging, provided he has a bottle of lemonade by his side. This is what he did upon the last night when the Land bill was under consideration. He hierally talked it out of the House. When the rest is an amounting sitting the bird clause

had accomplished the feat of "talking out" the clause.

THE BUDGET

Less interest than formerly was manifested upon Budget right, and the attendance was very small compared with the crowds that used to flock down to Westminster in the palmy days of English diance, when Mr. Gladsboan used to claim all ears with his marveilous cloqueoce. Though gifted as low ure in Parliament, Mr. Lowe is not possessed of the graces and refinements of oratory, and in dealing with statistics especially he is dry and common place. His oration was a mere string of figures, relieved at long intervals by flashes of the wit for which he is so regmarkable. It fell rather flat upon his audience and did not create a shred of enthusiasm. The fact was he had no surprises in store for the House. His whole budget lay in a nuishell and when it was cracked the kernel was found to be very small. A remission of one half of the sugar dottes, a revision and consolidation of the stamp duties, the abolition of the game necesses and the abolition of several trivial imnosts made up at its features that are wortay of notice. Simple and joss in its main proverious, is has been received with mach more satisfaction than the somewhat starting Budget of last year.

IRELAND.

The New Catechism of the People-Radicalism Getting Ahead of the Pope.

The first arrest under the Peace Presert (Ireland) act was made at Dundaik, county Louth, April 12, as announced in the HERALD special correspondence, when a Mr. John Mathews, printer and newsvender of that town, was taken into custody by three police constables on a charge of having ou that day "soid a printed pamphiet entitled the Farmers' Catechism, containing divers southtons and treasonable words and sentences." Constable McKee deposed to having purchased a copy of the pamphlet in question at Mr. Mathews' shop. The prisoner declared to state whence he obtained the pamphlet, and was remanded to enable the authorities to be consulted with, bad for his appearance being taken.

The following is a complete copy of the publication referred to, which for some time past has been largely circulated in the different market towns of Ireland:—

What is your name? Oppression.

Who gave you this name? My landlord and agent in the days of my youth, wherein it was made a child of toly, a man of sorrow and an inheritor of a bundle of rag.

They did promise and you three tangs in my name—first, that I should be never of wood and drawer of water; and thirdly, that I should be a hewer of wood and drawer of water; and thirdly, that I should be a hewer of wood and drawer of water; and thirdly, that I should be a save for them all the apy of my life.

An at they imposed upon you? No; verily, and by God's help I will enheaver to shake of the chains by which I am bound, better my condition and continue in the same until my life; and enheaver to shake of the chains by which I am bound, better my condition and continue in the same until my life; and a raticles of thy belief. I believe that God is man, and that every man should enjoy the rad's of his labor, for he had been a same that he created all things for he goot of man, and that every man should enjoy the rad's of his labor, for he had been enjoy the furths of my labor, for I am compelled to give a to men who reap where they on hot sow, and gainer where high shift the foreign chub house or on the bething held than in the school of houser, or among their houset, same when he corn is ripe. I also believe that I am not able to pay my rent from the produce of my farm, and that he pone and vasity of those men, who, like birds of passage, beare when they not the had grain on corn; men in purple and line linen, and faring sumpurously every day on the toll and awest of their fellow excatures, and everling on the oread of bileness—have reached its highest climar, and that is is full time they should be oranghed to many and red in at the stallwar farmers are the bone and mit to the burdens belapsed on them by a class of calravagnath amiltoris, who are the chief cause of the greatance of this country, who are the burdens began on the my school carravagnath amiltoris, who are the chief cause of the greatance of this countr